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COUNTRY Germany (Soviet Zone)

REPORT NO.

TOPIC Wernauchen Airfield

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EVALUATION PLACE OBTAINED

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DATE OF CONTENT See below

DATE OBTAINED DATE PREPARED 22 July 1951

REFERENCES 25X1

PAGES 2 ENCLOSURES (NO. & TYPE)

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REMARKS

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SOURCE

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- ☐ 1. On 12 June 1951, no aircraft were seen at Wernauchen airfield. The hangars were closed and guarded by air force soldiers. (1) Bauunion Brandenburg had the contract for the construction of a runway. Work had started on the runway which was to be about 80x3,000 meters. (2) According to the excavation, the runway will extend in about an east-northeastern direction, toward the village center of Hirschfelde. Turning aprons were being built on both ends of the runway. Large-scale grading work was also being done at the field.
2. Bauunion Brandenburg was charged with the construction of an east-west runway at the airfield. About 800 laborers worked in each of the three shifts. The construction site was illuminated at night. The runway which extended beyond the east border of the field was excavated to a length of about 2,500 meters, a width of 80 meters, and a depth of 60 cm. On 11 June, about 250 meters of the western end was cemented. Grading work was being done on the landing field at the east end of the runway. Preparations for a drainage ditch were under way in the western extension of the runway. Stakes, about 30 meters apart, marked the course of the ditch which was to terminate at the Stiegnitz River.
3. There were seven hangars at the field. According to laborers employed at the field, aircraft parts were stored in those hangars. (1) The barracks installations at the field were occupied by about 600 to 800 soldiers who wore black-bordered blue epaulets and some soldiers with red-bordered black epaulets. (3) No flying or technical personnel were stationed at the field. The baker who supplied the Soviets with bread said that he delivered about 600 to 640 kg of bread daily to the airfield.
4. Between 13 and 17 June, it was observed that the laborers employed at the field were quartered in the barracks buildings south of the field.
- ☐ 5. Between 11 and 15 June, 2,600 laborers were employed at the field. An additional shovel dredger (Loeffelbagger) with a capacity of 1 cubic meter was in operation.

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Since the three concrete mixers broke down a concrete area of only 22,750 square meters was completed (4). Seven and a half kilometers of narrow-gauge railway tracks were laid at the field.

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6.

in addition to the taxiway south of the runway, a taxiway was to be built north of the runway. Of this northern taxiway only strips of 300 meters from the two ends of the runway toward the north were to be concreted. The remaining area was to be completed later. Round turning aprons or dispersal areas, 36 meters in diameter, were also to be built along the southern and northern taxiways. Twelve aircraft parking sites at irregular intervals were counted along the southern taxiway. (5)

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7. The old spur track around the field was being removed from the southeast along the eastern side as far as the curve north of the field. Another by-pass spur track was being laid from the northern side of the field along the western edge to the hangar area where it met with the remaining section of the other railroad siding. On 22 June, 35 railroad flatcars loaded with parts of twin-engine aircraft arrived at the field.

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Comments.

- (1) It has not been determined what is stored in the hangars. According to other sources, aircraft are parked there. It appears, however, that aircraft parts are stored in the hangars. This assumption is supported by the information that aircraft parts arrived at the field.
- (2) [REDACTED]
- (3) It is not known to which units the air force personnel are assigned. For location of buildings at the field, see Annex.
- (4) This indicates that a length of about 280 meters has been concreted.
- (5) Similar dispersal areas along the taxiways have not been reported from other airfields in the Soviet Zone of Germany.

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1 Annex: 1 - [REDACTED]

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